



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Commission

DATE: January 19, 2011

FR: Scott Haggerty, Chair

W. I. 1111

RE: Proposed Change to MTC Governance Structure

In June 2010, San Jose Mayor Chuck Reed appeared at our commission meeting and urged MTC to reexamine its governance structure. In response, I appointed an ad hoc committee composed of the following commissioners to study the question: Haggerty, Tissier, Dodd, Glover, Rubin, Sperring and Yeager. This memorandum presents the results of our deliberations. At our commission meeting next week, I will be seeking your approval to sponsor state legislation to add two voting seats to our governing board to be appointed by the mayors of Oakland and San Jose. I set forth the reasons for this change below.

Background

The Metropolitan Transportation Commission was created by an act of the State Legislature in 1970. The composition of the commission was established in that original enabling statute and has not been changed since that time. As you know, voting membership is distributed as follows: the five larger southern counties have two members each, the four smaller northern counties have one member each, and the Association of Bay Area Governments (ABAG) and Bay Conservation and Development Commission (BCDC) each have one voting seat. There are also three non-voting members representing the U.S. Department of Transportation, the U.S. Department of Housing and Urban Development, and the State Business, Transportation and Housing Agency.

As shown in the table below, at the time the Legislature was crafting MTC's governing board structure in 1970, the five southern counties were closer in population than they are today. According to 2010 Department of Finance data, however, both Alameda and Santa Clara counties are significantly more populous than the other three.

<u>County</u>	<u>1970 Pop.</u>	<u>2010 Pop.</u>
Alameda	1,073,000	1,582,420
Contra Costa	557,500	1,079,160
Marin	207,000	261,837
Napa	79,400	139,748
San Francisco	713,200	859,658
San Mateo	557,100	756,892
Santa Clara	1,072,600	1,890,909
Solano	172,500	429,334
Sonoma	206,500	494,675

In addition to this discrepancy in county population, a strong case can be made that the three largest cities in the region – San Jose, San Francisco, and Oakland – should be represented directly on the MTC governing board. Among the factors that support this case are the following:

- San Jose, San Francisco, and Oakland are the largest Bay Area cities in terms of both population and households. The smallest of the three – the City of Oakland – is roughly twice the size of the next largest city for both of these indicators.
- They are the only three Bay Area cities with an international airport.
- Their combined total of 183,000 daily transit commuters represents more than 50% of all transit commuters in the Bay Area as a whole.
- Their combined total of 1.2 million workers represents one-third of all workers in the Bay Area as a whole.
- These three cities have been assigned nearly 40% of all future housing growth under the most recent Regional Housing Needs Allocation process.
- These three cities will play a leading role in the Bay Area's efforts to comply with the state's greenhouse gas reduction strategy embodied in Assembly Bill 32 and Senate Bill 375.

Proposal

For these reasons, I recommend that the commission sponsor state legislation to amend MTC's enabling statute as outlined in Attachment 1. The amendments would add two voting seats to the commission, to be appointed by the mayors of San Jose and Oakland from among the membership of the San Jose and Oakland city councils, respectively. In each case, the mayor could appoint himself or herself. The amendments also provide that no more than three voting members of the commission may be residents of the same county. As a practical matter, this means that the ABAG and BCDC seats in the future could not be held by a resident of Alameda or Santa Clara counties.

Assembly Member Jim Beall, a former MTC chairman, is willing to author this legislation if the commission agrees to sponsor it. As some of you may recall, MTC sponsored similar legislation in 2004, but it was unsuccessful in Sacramento.

A handwritten signature in black ink, appearing to read "Scott Haggerty". The signature is stylized with a large, looped "S" and a cursive "Haggerty".

Scott Haggerty

Attachment